



SOUTH AFRICAN SAILING – HULL INSPECTION CHECK SHEET AND REPORT (H01)

Vessel Name	Approved Marking
Name of Owner	Email

Documents required for your hull inspection:

1. To qualify for the discount, you need to pre-book your hull inspection by uploading proof of payment on the SAS web site. If you do not do this, you need to bring proof of payment for the safety officer to upload.
2. Please complete the check list below and bring it to the hull inspection. The safety officer cannot go ahead with the hull inspection unless you have done that.

The following checks should be completed before the vessel comes out of the water			✓
Prop shaft vibration and alignment	Check for excessive vibration when the prop is engaged at the full range of engine revs.	Excessive vibration suggests problems with prop shaft alignment or cutlass bearing. Excessive vibration can cause irreparable damage to the gear box, or lead to catastrophic failure of the stern gland or prop shaft, resulting in rapid flooding via the tail shaft.	
Keel bolts	Check keel bolts for excessive corrosion and torque to the manufacturer's specification.	Loss of a keel at sea usually results in an immediate capsise. Remember Moquini.	
Internal hull structure	Check inside the vessel for signs of structural failure especially around the keel and other stress points.	Stress fractures occur at change in section of the hull.	
Sea cocks	Check that sea cocks open and close freely. Check for excessive corrosion. Check for dezincification of yellow metal sea cocks (brass or bronze) by scratching. A pink colour suggests dezincification, leaving brittle residual copper which breaks off quite easily. Shake the sea cock rigorously to test the robustness of the sea cock and its attachment to the hull.	Sea cocks can only be stripped or replaced when the boat is out of the water. Defective/suspect valves will have to be removed for service or replacement.	

The following checks should be conducted externally with the boat out of the water			✓
Sea cocks and through hull fittings	Check that the external components of all through hull fittings are not excessively corroded or cracked.	Failure of a sea cock at sea can result in flooding. If the flooding is not detected early, it may be impossible to trace the source.	
Prop shaft	With the engine in neutral you should be able to rotate the prop by hand. Shake rigorously to check for play in the cutlass bearing. Check the cutlass bearing for excessive clearance. Check the attachment of the P bracket by shaking vigorously. Check and replace zinc anodes as necessary. If defects result in the shaft being pulled for inspection, the couplings must be re-blued.	Prop shaft vibration can cause catastrophic failure of the stern gland with consequent flooding. Prop shaft vibration can also cause gearbox damage and failure which can be very expensive. Engine/drive failure is the major cause of NSRI call-outs.	
Sail drives	Check condition of anodes.	Inadequate anode protection can ruin a sail drive.	
Propeller	Check that the locking nut and pin are in place. Check for excessive pitting or damage of the blades.	Avoid loss of the prop.	
External hull condition	Check that there are no stress cracks particularly around the keel, changes in section, hull appendages and other stress points. Check that there is no osmosis. Small blisters do not affect hull integrity, but larger and deeper blisters indicate ply separation and structural weakness.	Structural integrity of the keel attachment and hull.	
Rudder	Check for cracking of the rudder. Check the rudder to rudder stock connection. Lash the helm and apply maximum torque to the rudder by hand. There should be no movement in the connection between the rudder and rudder stock.	Loss of steerage.	

Declaration by the owner or owner's representative I have completed the above checklist in preparation for the hull safety inspection.	Name
<input style="width: 80%; height: 20px;" type="text"/> Date	Signature

Declaration by the safety officer I have inspected the hull externally and based on that visual inspection it appears to be in seaworthy condition	Name
<input style="width: 20%; height: 20px;" type="text"/> Place <input style="width: 20%; height: 20px;" type="text"/> Date	Signature

HOW TO TAKE ADVANTAGE OF THE DISCOUNT BY UPLOADING YOUR PROOF OF PAYMENT

To get your hull inspection at the discounted rate, you need to pre-book your hull inspection by uploading your proof of payment. The steps are as follows:

1. Go to the SAS web site at www.sailing.org.za
2. Under the "REGULATORY" tab, click on "Hull Inspection Certificates"
3. Scroll down to find the price of a hull inspection certificate for your vessel.
4. Pay SAS by EFT, saving an electronic copy of your proof of payment somewhere convenient. The SAS bank account is FNB Pinelands, Branch Code: 260-209, Account No: 6274 7183 995. As a reference, use H01 plus your vessel marking (e.g. H01 SA1234)
5. Go back to www.sailing.co.za
6. Click on membership login and log in. (If you are not a member of SAS or registered on the SAS web site or have forgotten your password, see the Frequently Asked Questions below)
7. On the blue banner near the top of the page, click on MYSAS. That should get you to your MYSAS home page.
8. You should now see a table of the certificates of listing and certificates of fitness for your vessels. (If you do not see your vessel there, see the Frequently Asked Questions below)
9. Opposite the CoL for the vessel in question, click on "Pre-book new hull inspection"
10. That will get you to the screen where you can upload the proof of payment for your yacht. Before you do that, check that you have selected the right yacht.
11. Upload your proof of payment. You can view the uploaded document to check that you have not uploaded an embarrassing love letter by mistake.
12. Confirm the email address. That is the email address that will be used to send you your Hull Inspection Certificate
13. Click on the "Submit" button at the bottom of the page
14. You will get an email confirming that you have uploaded a proof of payment.
15. You can now phone a safety officer to set a date for the hull inspection. Remember to complete your Hull Inspection Check Sheet before the hull inspection.

FREQUENTLY ASKED QUESTIONS

What if I do not have access to a computer or am not able to use a computer

You can simply phone a safety officer to arrange your hull inspection. Of course, you will not get the discounted rate. Remember to bring your proof of payment – the safety officer will need to upload that when he uploads the hull inspection check sheet. And remember to complete your Hull Inspection Check Sheet before the safety officer arrives to do the hull inspection.

What if I am not a member of SAS or a SAS Yacht Club?

You can still register. That does not make you a member of SAS – but you will be registered as a user of the SAS certificate system. However, your vessel must be listed with SAS.

What if I have forgotten my password?

You will have to 'phone the SAS office. They will reset your password and send it to you.

Why can't see my vessel on my MYSAS home page?

This is probably because we could not link your vessel with certainty to the correct member. The name and ID number of the listed owner did not correspond convincingly to the name and ID number of a member.

What if I do not see my vessel on my MYSAS home page?

You will have to 'phone SAS to get connected to your vessel. Please ensure that your membership details are correct. For security reasons, we cannot connect a vessel to a member whose ID details – name, ID number and date of birth – are incomplete or incorrect